



Jeffrey Timberlake
Senator, District 17

THE MAINE SENATE
131st Legislature

3 State House Station
Augusta, Maine 04333

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Testimony before the Maine Board of Environmental Protection

Opposition to the Chapter 128, Advanced Clean Trucks Program Rule

Chair Lessard and Distinguished Members of the Maine Board of Environmental Protection. I am Senator Jeff Timberlake and I represent Senate District 17, which includes the towns of Greene, Leeds, Lisbon, Livermore, Livermore Falls, Sabattus, Turner and Wales. I am here today to speak in opposition to the Chapter 128, Advanced Clean Trucks Program rule being proposed or otherwise known as the California Advance Clean Truck (ACT) that Maine is looking to adopt.

First, something of this major substance that affects so many in the state of Maine should not be being done through routine technical rules where it does not go before the legislature for a broader discussion before being adopted. This rule change should be being done by what is called a major substantive rule where if the agency decides to adopt the rule, the agency must submit the provisional rule to the Legislature for review and approval. I want to be clear, I am not saying the board should adopt this rule at all, but if you were going to move forward, this is how it should be done. This is a major policy shift on how things currently work in our state and affects pretty much every area of our economy from manufacturing to farming to our fishing industry. When it comes down to it, this rule change has an effect on all Mainers because if these standards were adopted it would have a major effect on our supply chain and how the trucking industry in our state works.

On my family farm, we do store door deliveries, the average delivery run is 200-250 miles, and some are further. I am told that an electric truck similar to the trucks we use can go about 200 miles and have a charge time of over 3 hours and on one of Maine's cold days they have a 40 percent reduction in battery life. In looking at the deliveries that we do in order to even try to make this work using electric trucks, we would need to add more trucks and find places we could leave trucks so that we can move the product in a timely fashion while another truck is charging. We would also need to find more staff. As anyone in this room knows, this is pretty much impossible to do these days. To be completely honest with all of you, looking at the added cost and staff needed if we had to go to an all-electric truck fleet, I do not see how we would stay in business. And with talking with other Maine businesses similar to ours, they are in the same boat. This just would not work.

In closing, even though my comments today are about the proposed truck rule, I am also opposed to the proposed Chapter 127-A, Advanced Clean Cars II Program rule. Maine is not California and we should not let a decision made by a state that is totally different than Maine determine what we do here in Maine. We should let the market determine when and if companies and individuals purchase electric vehicles. I ask that the Maine Board of Environment Protection, please oppose both of these rules that are before you today. Thank you.